07-LA-02- PM R17.8/R19.5
07-LA-134- PM 8.6/9.6
40.50.201.235
EA 29220K
September 2011

PROJECT STUDY REPORT
(Roadside Safety Improvements)

To
Request Programming in 2012
SHOPP

PROJECT LOCATION: In the cities of Los Angeles and Glendale on Route 2 from Round Top Drive to 0.1 mile north of Chevy Chase Drive and on Route 134 from Sinclair Ave to 0.3 miles east of Sierra Villa Drive

APPROVAL RECOMMENDED:

FOR *STEVE TRAN, DISTRICT PROGRAM MANAGER*

APPROVAL RECOMMENDED:

9.8.11

DENNIS SNYDER, PROJECT MANAGER

APPROVED:

MICHAEL MILES,
DISTRICT 7 DISTRICT DIRECTOR

9-12-11
DATE

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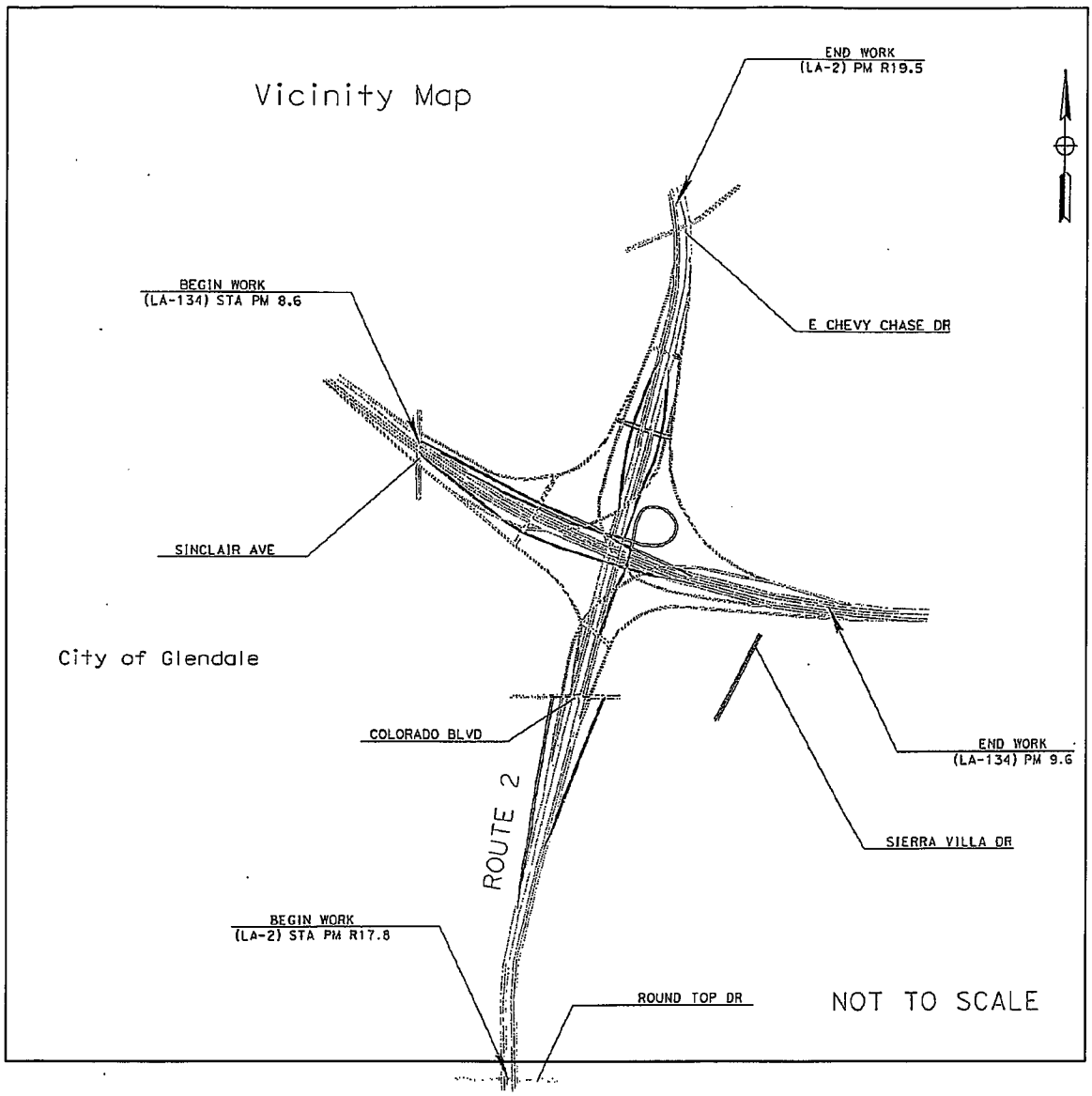
This Project Initiation Document has been prepared under the direction of the following licensed landscape architect. The licensed landscape architect attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based.

PATRICIA WATANABE
LICENSED LANDSCAPE ARCHITECT

9/8/11
DATE


Vicinity Map
END WORK
(LA-2) PM R19.5
BEGIN WORK
(LA-134) STA PM 8.6
E CHEVY CHASE DR
SINCLAIR AVE
City of Glendale
COLORADO BLVD
END WORK
(LA-134) PM 9.6
SIERRA VILLA DR
ROUTE 2
BEGIN WORK
(LA-2) STA PM R17.8
ROUND TOP DR
NOT TO SCALE

Initiating Office/Initiator:

This project is initiated by Office of Design C, Landscape Architecture North Region / Patty Watanabe and Kathleen Ledesma.

The Program Manager for the Roadside Safety Improvement Program has established that a project is needed that meets the qualification for the 40.50.201.235 Program.

This project initiation document provides conceptual approval of the proposal and a recommendation to program the project into the 2012 State Highway Operation and Protection Program. A project report will serve as final approval of the proposal.

Purpose and Need:

Purpose: Minimize the frequency and duration of highway worker exposure to traffic by providing safe access and features to reduce repetitive maintenance activities. This proposed project will enhance worker safety at 18 locations within the State Right-of-Way by replacing difficult to access existing landscape with paving, extending paving in gore areas, installing Maintenance Vehicle Pullouts, installing access roads, installing slope paving and relocating existing irrigation facilities to more protected locations.

Need: Some landscaped areas are difficult to access and maintain due to proximity to traffic. This results in need for shoulder and/or lane closures and increased exposure to traffic. Also, there are locations that do not have direct accessibility for maintenance vehicles and this results in maintenance walking and carrying debris for lengthy and difficult distances. Many highway facilities are located directly adjacent to the mainline thus increasing Maintenance workers exposure to traffic when there is a maintenance need. Examples of this are existing irrigation controllers and irrigation heads located so close to traffic that they are often damaged by errant vehicles. Other facilities that expose Maintenance workers to mainline traffic include unpaved narrow areas along the mainline, untreated areas in the gore areas/underneath signage/guardrails that require herbicide application and/or weed control.

Deficiency Summary:

Various landscaped and weed infested gore/ median areas within the project limits are not safely accessible to maintenance without full lane closures. The current level of traffic significantly reduces the window of opportunity to consistently perform maintenance

activities to the point that overgrowth of vegetation at some locations is at the edge of the traveled way.

The landscape in the gore areas consist mostly of Oleander, Acacias, and various invasive species, which have exceeded life expectancy. Due to the lack of maintenance accessibility, much of the irrigation systems are no longer operational due to the lack of repair. Areas void of vegetation have become escape routes for drivers trying to avoid traffic backs, breaking existing irrigation facilities as well as A/C dikes in the process.

Landscape crews have tried to reduce the maintenance requirements in the gore and median areas by cutting the vegetation back and placing mulch between the shrubs and guardrails, but results do not last more than a year. The weeds are occasionally controlled with herbicide applications, but they continue to be a problem, still require manual labor for cleanup and removal.

Project Proposal:

The best alternative to reduce worker exposure is to eliminate or reduce the existing landscape that is in areas that are inaccessible or unsafe for maintenance workers to reach. The scope of work to address this will include relocate irrigation facilities away from the traffic mainline, paving gore areas, extension of gore areas, paving inaccessible areas, and vegetation control mats under MBGR.

R/W *(including utilities)*:
All work will be done within State right-of-way. There will be no relocation of utilities.

Hazardous Waste:
Possible ADL contamination. The extent with be determined during PS&E by the Hazardous Waste Report.

Stormwater:
The Corridor Stormwater Management Study for Rte 134 identifies 3 permanent BMPS within the project limits.

- 1- Earthen Media Filter
- 2 - Biofilteration Swales

Environmental:
This project does not have any environmental issues. A Categorical Exemption is the

anticipated environmental determination/document during the PAED phase.

Programming:

PROJECT CAPITAL COST		
Fiscal Year	**Right of Way Capital**	**Construction Capital**
2015	0	2,220,000

Key assumptions for the cost estimate:

	PROJECT SUPPORT COMPONENTS								
	PA&ED 0 Phase		**Design 1 Phase**		**Right of Way 2 Phase**		**Construction 3 Phase**		**Total**
	Dist	**DES**	**Dist**	**DES**	**Dist**	**DES**	**Dist**	**DES**	
Estimated PY's	0.27	0	1.1	0.1	0	0	1.67	0	3.14

Key assumptions for support cost estimate.

Schedule:

HQ Milestones	Delivery Date (Month, Day, Year)
PA & ED	6/14/13
Regular Right of Way	N/A
Project PS&E	1/15/15
Right of Way Certification	3/15/15
Ready to List	4/15/15
Approve Contract	10/15/15
Contract Acceptance	8/15/16
End Project	2/15/17

Key assumptions for the schedule.

Cost Estimate:

Access Work		Yes/No	Quantity (unit)	*Cost
(A)	Access Gates - Personnel	Yes	1	$1,300
(B)	Access Gates - Equipment	Yes		
(C)	Light Duty Access Trails	Yes		
	(a) All Weather Surface			
	(b) Graded Surface			
	(c) Aggregate base	Yes	LS	$10,000
(D)	Shoulder Widening/Turnouts**			
	(a) Paved Surface	Yes	LS	$90,000
	(b) All Weather Surface			
	(c) Graded Surface			
	(d) Aggregate base	Yes	LS	$20,000
(E)	Staircases	No		
(F)	Maintenance Vehicle Pullout	Yes	4	$32,000
(#)				
	COSTS SUBTOTAL			**$153,300**

Vegetation Control Work	Yes/No	Quantity (unit)	*Cost
(A) Vegetation control under Metal Beam Guard Rail	Yes	LS	$86,000
(B) Vegetation control under Thrie Beam Barrier	No		
(C) Vegetation control around sign posts	Yes	LS	$25,000
(D) Paving narrow areas	Yes	LS	$230,000
(E) Paving areas beyond the gore	Yes	LS	$680,000
(#)			
COST SUBTOTALS			**$1,021,000**

Facility Relocation Work	Yes/No	Quantity (unit)	*Cost
(A) Pull boxes	Yes	LS	$1,000
(B) Irrigation valve boxes	Yes	LS	$15,000
(C) Backflow preventer assemblies	Yes	LS	$12,000
(D) Electrical control boxes	Yes	LS	$18,000
(E) Traffic control boxes	No		
(F) Irrigation control boxes	Yes	LS	$20,000
(G) Irrigation Supply Line	Yes	LS	$15,000
(H) Sprinklers	Yes	LS	$ 5,000
COST SUBTOTALS			**$86,000**

Additional Work		Yes/No	Quantity (unit)	*Cost
(A)	Traffic Control	Yes	LS	$110,000
(B)	Earthwork***	No		
(C)	Pavement**** (include remove and replace)	Yes	LS	$50,000
(D)	Clearing and Grubbing	Yes	LS	$60,000
(E)	Other Landscape Related Work# (Mulch Replacement, etc.)	Yes	LS	$30,000
(F)	Guardrail (include remove and replace)	No		
	(a) Metal Beam			
	(b) Concrete			
	(c) Bridge Approach			
	(#) _____			
(G)	Drainage Adjustment and Rehabilitation# (List type of work)	No		
(H)	Retaining Walls	No		
(I)	Utility Relocation	No		
(J)	Railroad Agreements	No		
(K)	Right of Way	No		
(L)	Environmental Mitigation	No		
(M)	Relocation of Materials	Yes	LS	$20,000
(N)	Other Work (Type)			
	(a) Permanent Treatment BMPs	Yes	2	$180,000
	(b) Stormwater Construction Site BMPs	Yes	LS	$25,000
	(c) Resident Engineer Office	Yes	LS	$60,000
	COST SUBTOTALS			**$515,000**
	SUM OF SUBTOTALS			**$1,775,300**
	25% Contingency			$444,000
	TOTAL PROJECT COST			$2,219,300
	TOTAL PROJECT COST(ROUNDED)			**$2,220,000**

Note:
* If duplicated in other items, show cost in parenthesis.
** Include cost of shoulder backing material, as needed.
*** Earthwork other than that required for grading turnouts or access trails.
**** Pavement work other than that required for the Access or Vegetation Control work.
# Add Additional lines as necessary. Do not include support costs.